

42 Harris Street
Amherst, MA
December 10, 2015

Guilford Mooring, Director
Department of Public Works
The Town of Amherst
586 South Pleasant Street
Amherst, MA 01002



Dear Mr. Mooring::

I wrote to you on August 4, 2015, requesting that the repairs on Harris Street in North Amherst be done, if possible, this year. My letter cited some reasons to repair Harris Street and Fisher Street this year, primarily because of the number of children living in this small neighborhood, nine on Harris Street and one or two on Fisher Street. Given this circumstance, safety issues are a primary concern. However, upon viewing the extensive work your Department was doing to repair and improve Pine Street, I realized the scheduled work on Harris Street and Fisher Street would not occur until 2016. You and the employees of your Department deserve much credit for the Pine Street improvements. The sidewalk is a much appreciated addition.

I am writing now to request your consideration for speed signs and speed bumps on Harris Street and Fisher Street when the improvements for these two streets are in process next year. This is an early request, however I thought it wise to now write on the possibility of budget decisions for next year. This request is primarily based on the fact that both Harris and Fisher streets comprise a residential neighborhood where the speed limit of 25 to 30 mph should be observed. However, on the basis of observations by me and my neighbors, a number of cars exceed this limit, even now when both streets are in disrepair.

It is probable that individuals use Harris and Fisher streets to avoid the intersection where North Pleasant, Meadow Street, Pine Street, Route 63 and Sunderland/Cowls Road meet and where motorists attempt to turn onto another street or continue forward. As reported by many motorists and residents in the area, the intersection is very problematic with long lines of cars waiting to enter the intersection and the absence of turning lanes and signals. Perhaps plans are being formulated for facilitating traffic at the intersection; however, at this point, improvements are not noted. A serious consequence is the fact that a number of cars turn off of Pine onto Harris Street or off of North Pleasant Street onto Fisher Street to avoid the intersection. For both detours, traffic is increased on Harris Street and Fisher Street and along with this increase is the higher speed of cars above a reasonable 25 to 30 mph. With these conditions of more cars and unreasonable speeds, safety risks for residents on the two streets are increased, especially for the 9 to 12 children as well as for individuals walking and riding bicycles. The traffic is bound to increase when Harris

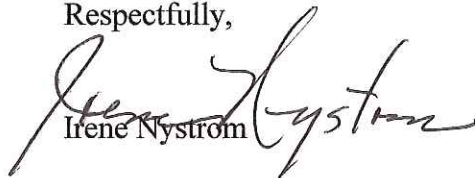
Street and Fisher Street are repaired next year and the streets become smooth and facilitative of use by motorists.

To assure a greater compliance with the 25 to 30 mph speed limit for residential neighborhoods, I am requesting your consideration of speed bumps for Harris Street and Fisher Street. Just three or possibly two on Harris Street and two on Fisher Street would significantly reduce dangerous speeds and thus, reduce safety risks. Also important to this effect would be the posting of speed limit signs on Harris Street and Fisher Street.

You will be receiving a copy of a letter I sent on December 10 to the Select Board to describe the issues of parking on Harris and Fisher Streets by renters and others who are possibly avoiding parking fees at the University of Massachusetts. In respect to this problem, I requested of the Board to post 'No Parking' signs for both sides of Harris Street and Fisher Street. I also referenced in this letter, this communication to you in respect to my for speed bumps and speed limit signs.

The residents of Harris Street and Fisher Street are due serious consideration of the requests made here to you and to the Select Board given the three-year period of poor roads, excessive noise, increased traffic, and for a longer period, unregulated speed of cars and parking on both streets. The residential neighborhood for both streets comprise respectful and tax-paying residents of Amherst. A reasonable acknowledgement of this fact would be measures by the Town of Amherst to improve the road conditions and to reduce safety risks for residents living on Harris Street and Fisher Street.

Respectfully,


Irene Nystrom

cc: Town Manager, Town of Amherst
Chair, Select Board, Town of Amherst

42 Harris Street
Amherst, MA 01002
December 10, 2015

Alisa Brewer, Chair
Select Board, Town of Amherst
Boltwood Avenue
Amherst, MA 01002

To Whom It May Concern:

As a home owner of 42 Harris Street, Amherst, I am requesting the Select Board to consider the placement of No Parking signs on Fisher Street and Harris Street in North Amherst. Fisher and Harris streets meet at one end and form an L-shaped continuous street with entrances off of North Pleasant Street and Pine Street. The neighborhood for both streets is residential with nine families with children residing in the neighborhood. I am also requesting the Board's consideration and support of a request made to the Department of Public Works for speed bumps and speed signs for Harris Street and Fisher Street.

As access roads to North Pleasant and Pine Streets and their proximity to the University of Massachusetts, a number of motorists use Harris and Fisher Streets to avoid the problematic intersection where traffic from Sunderland Road (Cowls Road) Route 63, Meadow Street, Pine Street and North Pleasant Street meet. and either turn onto another street or continue forward. There are no turning lanes or signals at the intersection, thus creating hazardous conditions and long waits for motorists attempting to turn or continue in a forward direction. Left hand turns are most difficult and pose high risks for accidents.

Given these circumstances, motorists will often use Fisher and Harris Streets to avoid the intersection. When this occurs, safety risks are imposed on this residential neighborhood such as higher speeds by motorists than reasonable or what should be allowed. Furthermore the neighborhood is frequently used by individuals to park their cars and either walk or take a bus to other destinations, such as the University of MA

Homes at the end of Fisher Street (1117 North Pleasant and 1133 North Pleasant), along both sides of Fisher Street and at the end of Harris Street appear to rent rooms and apartments to individuals. Renters at the end of Fisher Street frequently park their cars along Fisher Street, often on the pavement and on the side of the street which is still considered as part of the street. David Cody, Building Inspector for the Town of Amherst, has monitored the parking problem on Fisher Street. His inquiries have helped, and at times, there are fewer cars parked on Fisher Street. However, non-residential parking along Fisher and Harris Streets continues and at times, Fisher Street is reduced to one-lane traffic from parked cars along the street.

I believe that the posting of 'No-Parking' signs which have arrows pointing to both sides

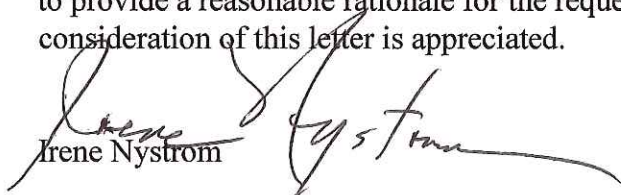
of the street at the beginning of Fisher Street and Harris Street would reduce the frequent parking of cars on both streets from renters and individuals who park their cars and either walk or use bus transportation to other destinations. The signs could note 'By Permit Only' to alert landlords and homeowners to the requirement of meeting the Town's regulations regarding the use of streets for parking purposes. The restricted parking by renters should rarely occur. For example, the homes at the corners of Fisher and North Pleasant and near the beginning of Fisher Street are large and have sufficient property to provide parking space for renters. The property of the Town of Amherst should not be abused in favor of landlords. And the Town should do what is reasonable and allowed to receive parking fees.

An additional factor which supports 'No Parking' signs on Harris and Fisher streets is the fact that "No Parking" signs are currently posted on the streets of Fairview, Berkshire Terrace and Old Town. The three streets serve residential neighborhoods and are attached to North Pleasant Street, the same conditions as for Fisher Street. The residents of Fisher Street should have the same right to safety and Town regulations at these other three streets.

Construction work is scheduled for Fisher and Harris Streets next year, including the replacement of utility pipes and resurfacing. For three years while the construction work was in progress for Pine Street, residents of Harris and Fisher Streets experienced torn-up streets, diverted traffic and travel and noise from trucks and by crews from the Department of Public Works (DPW). DPW did an admirable job and Pine Street has been markedly improved. The anticipation from residents of Harris and Fisher Streets is that these streets will be repaired and restored to similar conditions as now evident for Pine Street. However, also anticipated is increased traffic on Harris and Fisher streets as more motorists will use the two resurfaced streets to avoid the five-street intersection previously noted as well as to park their cars to possibly avoid parking fees on the campus of the University of MA or to favor landlords.

A letter was prepared and sent to Guilford Mooring, head of the Department of Public Works, requesting his consideration of placing speed bumps and residential speed signs of 25 mph on Harris and Fisher streets in order to increase the safety for residents, especially for the children currently residing in homes on Harris and Fisher Streets. Four speed bumps, two along Harris, one at the corner where Harris and Fisher streets meet and one on Fisher Street should be sufficient.

The choice of sending a comprehensive letter to the Select Board was necessary in order to provide a reasonable rationale for the requests stated herein. The Select Board's consideration of this letter is appreciated.


Irene Nystrom

cc: Guilford Mooring, DPW; David Cody, Building Inspector